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THE WHOLE ART OF GOVERNMENT CONSISTS IN THE ART OF BEING HONEST.—JEFFERSON.

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AT THE OFFICE OF THE

Jeffersonian Republican.

The following lines are taken from a new collection of Hymns just published in Cincinnati:

When I am Gone!

Ramble the hills when in youth we did stray,
When I am gone—when I am gone!
Visit the place where we oft use to play,
When I am gone, I am gone!
I think of the parents who taught us to pray
Each morning, "Oh! Father protect us to-day,"
But shed not a tear for your friend far away,
When I am gone, I am gone!

Shed not a tear o'er the place where I lie
When I am gone—when I am gone!
Let not the slow tolling bell make you sigh,
When I am gone, I am gone!
Weep not for me, though you kneel at my grave,
Jesus has died all the faithful to save,
Think of the crown all the ransom'd shall have,
When I am gone, I am gone!

Plant you a tree that may wave over me,
When I am gone—when I am gone!
Sing you a song, if my grave you should see,
When I am gone, I am gone!
Come it may be, on a calm summer's day—
Come when the sun sheds its last lingering ray—
Come and rejoice that I thus passed away,
When I am gone, I am gone!

FOR THE JEFFERSONIAN REPUBLICAN.

Persian Tale.

"LOVE OVERCOMES ALL THINGS."

In the kingdom of Persia, soon after the invasion of India, and the subjugation of the Mogul empire in 1739, by the famous Kouli Khan, or Nadir Shah, who had been the General of Abbas 3rd, his predecessor, whom it is supposed he poisoned, and thus supplanted the Sophia family. During this period lived Omar Kerim. His circumstances then, as they had been previous to that time, were far superior to his neighbors. He had borne a conspicuous part in the wars, and after the subjugation of the Mogul empire, and peace partially restored, and the monster Kouli Khan murdered by his officer in his own tent, Omar Kerim retired with honor and fame to his seat in the province of Erivan, or Persian Armenia, on one of the branches of the beautiful river Kur.

This amiable man, as we may with propriety term him, lost the tender partner of his bosom, and the only pledge of his affection, was a lovely daughter, who, at the time of which we treat, was just budding into womanhood. Every thing that was virtuous, generous and noble, were happily blended in this lovely being, which rendered her the delight of all that knew her. Now in her eighteenth year, well accomplished, beautiful as the "mid-day sun," she of course made many conquests among the other sex. Many threw themselves at her feet, and implored her pity; but with a look of inexpressible sweetness, she contrived to discourage, though not to offend, and those that were once rejected by her, never again renewed their addresses. She had heard the name of love, but was an entire stranger to its passionate and tumultuous consequences. She could not conceive how any person could die (as her woeful declared they should) of a disease, which she did not imagine could produce such disastrous effects; but yet she wotshipped friendship as a goddess. Nothing so delighted her as when in sweet communion with social friends. Her affections were entirely disengaged. The happiness of her father and his friends, was her happiness; yet nothing was so conducive to her peace, as the thought that she in any way tended to increase their comfort. Thus surrounded by friends and an affectionate father, and every thing that could in the least promote her tranquility, Salva Kerim bloomed the "fair-rose of the valley;" but fortune, who is ever adverse to her subjects remaining long in one situation, determined at length to change the character of affairs, and in one of her moods she threw our heroine into the company of Leroi Smerdis, a youth of high expectations, just returned from the wars of Russia against Turkey in 1736; and the conquest of the principal towns in Crime Tartary; and the victory of Chocuzin over the Turks, in 1739. Those on-

gagements transpired under the reign of Anne, Duchess of Courland, who was niece of Peter the Great. With an independent fortune, and to this a beauty of person almost unparalleled, and my readers will not be surprised, that he, at the first glance, made some impression on the hitherto invulnerable heart of Miss Salva Kerim; nor would we be far wrong, were we to suppose that her captivating figure, her lively manners, her deep blue eyes, her jetty locks, were not disregarded by Leroi Smerdis. Suffice it to say, that he loved—and that love was returned. They met, and met again; and ere three months had passed by, Miss Kerim had consented to become the bride of Leroi Smerdis. The affair was opened to her father, who joyfully received Leroi as his future son, and preparations were rapidly made for the nuptials.

But here we must introduce to our readers Cyrus Benson, a man of ambitious views, and who scrupled not to carry his point, "even at the dark hour of midnight." He had long been a suitor for the hand of Salva Kerim, but had met with such a little success, that it was thought universally that he had long since relinquished the hope of gaining her affections. But, in fact, he was only meditating dire revenge. We cannot therefore suppose that Cyrus heard of her approaching union with apathy. No, reader, it was then the furies took full possession of his breast. The powers of hell appeared turned loose, and striving for the ascendancy. His first design was to assassinate the innocent Leroi Smerdis. He raved and swore,—"Never, no, never shall she who spurned me, enjoy another. His blood shall make me amends."

The day for the union of Leroi and Salva came on. Kerim hall was crowded—the table spread—the bride dressed—but the bridegroom came not. The clock tolled the hour of eight—nine—ten—and yet he came not. Several young men were despatched in the way that Leroi was to come; but what was their dismay, when in a turn of the road, the moon exposed to their view the body of Leroi Smerdis, mangled and bloody; beside it stood Cyrus Benson.

"Tremble, thou wretch, that hast within thee Undivulged crimes, unwept of justice!"

Before the young men gained full power over their actions, Benson was gone—he escaped. Fair reader, imagine if you can the feelings of the bereaved Salva Kerim. Language cannot give the least idea of the scene that occurred, when first she heard the dreadful tidings. My pen refuses its office, and I must pass on and leave my reader to draw the picture—I cannot.

"He shall be avenged!" she cried.
For months she was confined to a bed of sickness. After the first tumultuous burst of passion had passed, she became perfectly composed, but would often repeat—"He shall be avenged!"

She looked like "patience on a monument smiling at grief," and as soon as she had recovered sufficiently, she was advised by her friends to take a tour south. Hoping that a change of climate and scene might affect her spirits, so as to restore her to her health, the disconsolate Omar Kerim attended his daughter. She had now been at a fashionable place on the sea board three weeks, when she came in contact with Cyrus Benson. He knew her not.

"Close pent up guilt
Raise your concealing continents, and ask
This dreadful summoner grace."

Yes, base wretch, prepare to meet thy God. The hour of retribution is come; now you must give an account of your many sins. Murderer die—die as you deserve.

"He is avenged!" cried Salva Kerim, as she drew the bloody dagger from the breast of Benson. Then drawing another from her bosom, she plunged it into her own breast, and exclaimed—

"Leroi, Leroi, I shall soon be with thee!"

She uttered not a groan; she spoke not; she breathed not; the spirit had fled from her beautiful form; life was extinct. Mr. Kerim conveyed the remains of his daughter back to his home, and deposited them by the side of the unfortunate Leroi, on the lovely banks of the river Kur. Those two unfortunate beings, who were separated in life, now are lying side by side in their last long repose. Peace to their ashes.

How few females, or even males, in our day, have the constancy and magnanimity of Salva Kerim. Who would not exult in breathing his last for such a girl as the heroine of the tragic tale of the seventeenth century.

Westfall, Oct. 30, 1843. H. C. M.

Mrs. Zerriah Stewart, widow of David Stewart, of Kingwood, Hunterdon county, N. J., died on the 31st ult., at the advanced age of 103 years, 7 months and 19 days. By her first husband, George Opdycke, she had 11 children, including three of her descendants are as follows: 84 grand-children, 180 great grand-children, and 39 great great grand-children, making altogether 314.

Two children have been born in Lexington, Indiana, with the breast bones united the whole length.

REPORT.

To THOMAS POWELL, ESQ.
President of the Hudson and Delaware Railroad Company.

Sir,—In compliance with a resolution of the Directors of the Hudson & Delaware Railroad Company, passed August —, 1843, we, the undersigned, have the honor to submit herewith a recognition we have taken of the surveyed route of the projected Railroad connecting the Hudson river at Newburgh, via the Water Gap on the Delaware river, with the Susquehanna river at Pittston, Pa. a distance of one hundred and thirty-seven miles. The charters on the three several States, New York, New Jersey and Pennsylvania, are all secured, and are considered as very favorable to the proposed enterprise. We think it proper to remark, at this point, that all our conclusions are predicated upon several different surveys made of the several routes, our own actual observation in passing over the ground, and the observation of interested and distinguished individuals on the whole united line. The line from this point to Washingtonville require no notice at the hands of your Committee, as the most difficult parts of this section are already under grade. From Washingtonville, two routes present themselves—one by the valley of the Walkill, via Stony Ford and Phillipstown to the Jersey line, of which the Company have a survey made by Mr. Sargeant—the other via Craigville and Chester, where it crosses the New York and Erie Railroad, to Warwick, near which it strikes the Jersey line. The latter of these routes was that followed by your Committee, and, it being a continuous natural valley, is well adapted for the line of a Railroad; and between these two routes your Committee are not disposed to give an opinion, both presenting great natural facilities for the construction of the proposed work.

Crossing the State line, the first important point we made (still following the same valley,) was Hamburg, after passing Vernon. At this place, we are in the midst of the rich agricultural region of Sussex County, and in the immediate vicinity of the most important iron works in Western New-Jersey.

From Hamburg to the Water Gap several routes have been examined and surveyed, all of which are highly advantageous. Indeed, through this richly cultivated valley, which is about twenty miles in width, no obstacle presents to the proposed road. According to this route, as traveled and examined by the Committee, the distance from Newburgh to the Delaware, at the Water Gap, is 77 miles—the whole distance being through a most beautiful country. The passage of the Delaware must be effected by a bridge at this point, and, by hugging the southern extremity of the Jersey Mountain, an elevated bridge may be thrown across the river, which will materially improve the grade in ascending to the coal regions beyond. This brings us to what may be called the Pennsylvania section; and it is this portion of the work which stamps the whole project, in our opinion, with certain and inevitable success. From the Water Gap to the point where the Wyoming valley is entered and the Coal Beds are first struck is about 47 miles, following Broadhead's Creek from its mouth on the Delaware to the summit level near Clifton, about 27 miles, with a grade descending east about 59 feet to the mile; but the location will be on a transverse slope, where a less grade can be obtained, if thought desirable. From the summit level to the route is, by the valley of the Roaring Brook into the valley of the Wyoming, 20 miles, with a grade ascending east 41 feet to the mile, through a country rich in timber and minerals.

The valley of Wyoming is some 60 miles long and probably 10 miles wide, and is one of the most beautiful and luxuriant spots in the world. Our proposed route enters it about midway between the extremes, and, of course, would command its entire trade, in connection with which the fertile valley of the Susquehanna, stretching away to the northwest, would assuredly add to the business of the proposed road. From this point in our route, a line has been examined and surveyed by Seymour, Civil Engineer, for a Railroad striking the New York State line at the Great Bend of the Susquehanna, which is but a few miles from Binghamton, the distance being 47 miles, and by a very favorable route as to grades and curves.

Your Committee would now call attention to the prospect of business for the proposed road. As to the section from Newburgh to the Delaware, with its dense population, its rich agricultural productions and inexhaustible mines of iron and zinc, it is needless here to speak. We have incidentally referred to these facts already in the previous parts of this report.—The point at the Water Gap, however, demands a passing notice. From this place to Milford, a distance of about forty miles, stretches out the valley of the Delaware, an isolated but noble agricultural district. Merchandise for the supply of this community is at present brought from Philadelphia to Easton by canal, and then by wagons 40 or 60 miles. Its produce follows the same channel, or 100 miles overland by wagons to New-York. Our pro-

posed road would at once unlock the barriers that enclose them. In addition to this, the valuable and extensive slate quarries at the Water Gap would give no considerable amount of business to your road, as they now extensively worked, with all the disadvantages arising from the location. But to proceed. The next point to which we would call attention, is the coal region. This it is which would ensure immediate, permanent, full and profitable employment to the road. The proposed route strikes the very heart of the Pennsylvania coal region, both as to quality and quantity; and it is the universal testimony of those fully acquainted with the entire coal formation, that there is no place where the mining could be so economically done as at this point. And with easy and favorable rail-road transportation for only 130 miles to the Hudson River, there can be no doubt as to the feasibility of the project. The lighter freights, produce, lumber, &c. and passengers, would naturally find their egress by this route, and the merchandise for the supply of this immense territory would be received by the return trains. In addition to this, we deem the following facts worthy of attention:

Geological investigation has demonstrated the following truths: That the coal basin, in all its ramifications, comprises a circumference of 100 miles, and is almost invariably accompanied, at the cropping point, with inexhaustible beds of iron ore, while, in north and north-western Pennsylvania, no lime-stone has as yet been discovered, the country near the Delaware possessing valuable beds of lime-stone, seems as though nature invited the connection. This was particularly forced upon our attention at Harrison, on the Roaring Brook, where is now established an extensive furnace for smelting ore, to be connected with an iron rolling mill now erecting. Within six feet of the surface is found the White Ash Anthracite coal strata, 8 feet deep, and which costs, delivered at the furnace, but 40 cents per ton. Within three miles of the furnace is procured, at the cost of mining and transportation, any quantity of the very best iron ore. In smelting, to every two tons of iron ore, one ton of limestone is required, as a flux. The lime-stone, in this case, is transported over 60 miles by canal and wagons. The largest iron rolling mill, said to be, in the world, is situate one mile south of Wilkesbarre—covering, in one entire building, five-eighths of an acre—and is, of course, similarly situated. In all these instances, the limestone costs more than the iron ore and coal.

These iron manufacturing companies are now preparing to furnish rail-road iron, and but for the difficulty in the matter of procuring limestone, would be able at this day to furnish the article cheaper than it can be obtained in any foreign country; and with the facilities which our proposed road would give, they would be able to compete successfully with the foreign article. The only outlet to the immense resources of this highly favored region, is by the North Branch Canal, which empties into the Chesapeake to Havre de Grace, after threading its way among the mountains for 250 miles, and at an expense of from \$3 to \$5 per ton, amounting almost to a total prohibition.

Thus much for the resources of this region, and which are deemed a proper basis upon which to calculate the business of the proposed road. In addition to which your Committee believe that, were the remaining 50 miles of the road built from the Wyoming to Binghamton, this, in connection with the New York and Erie Railroad west from Binghamton, would form the great thoroughfare from Lake Erie to New York City. For our reasons for such belief, we refer you to the following facts, as shown in a report of the Committee of the New York and Erie Railroad Convention held at Owego, 1842: The 2d and 3d divisions of said road, reaching from Goshen to Binghamton, a distance of 156 miles, were calculated, to finish it, to cost \$2,873,000, on some parts of which route the grade is 82 feet per mile; while on the favorite route by the Great Bend, in Pennsylvania, the maximum grade is 70 feet to the mile against the trade. From the same report, we find that the whole distance by the New York and Erie Railroad, from the Hudson river to Binghamton, is 203 miles, while by our route, as surveyed, we reach Binghamton in 173 miles, with a maximum grade against the trade of 41 feet to the mile, and that but in one instance.

Your Committee feel constrained once more to call your attention to the great subject of the coal trade, as that, after all, is the foundation upon which our most sanguine hopes and expectations are founded. That indefatigable and persevering body of men, the Hudson and Delaware Canal Company, are now unable to supply the demand for coal as fast as required.—They contemplate, before this season shall close, to deliver at tide water the enormous amount of 240,000 tons, at \$3 50 per ton.—Their line from Carbondale is 126 miles, with eight stationary engines. The coal costs them, at Honesdale, \$1 20, and the transportation by canal is \$1 05, making the cost at Rondout \$2 25; thus realizing a gross profit of \$240,000. And after paying the interest on their two millions capital, it leaves the handsome in-

come of \$120,000 for the current year.

Now let us see what may be done on our proposed road. The maximum load, which, on a good rail, may be assumed as within the power of a good engine of suitable dimensions, would not fall short of one hundred tons of freight descending east, and 25 tons going west. In order to arrive at the cost of this performance, we would refer to the trains on the Western Railroad from Boston to Albany. The aggregate number of miles in 1842 was, in round number, 397,000, and the expense, including every contingency, wear and tear, repairs, &c., amounted to \$266,000, or 67 cents per mile.* The cost, therefore, of running a train between the coal beds and Newburgh, a distance of 130 miles, would be \$87 10. With 100 tons of coal, which cost at the beds 50 cents per ton, allowing the return to carry but 12 1-2 tons of merchandise at \$2 per ton, would be \$25—from which we deduct the following:

Recapitulation.

Cost at mines, at 50c. per ton,	
for 100 tons,	\$50 00
Transportation to Newburgh,	87 10
Same amount for return train,	87 10
	—————
	\$224 20

equivalent to \$2 25 for each ton of coal. The return freight would probably reduce the cost to \$2 per ton for coal delivered at Newburgh.

Making the same calculation as to the cost of the road from the coal beds to Binghamton, coal may be delivered at that point for \$1 25 per ton—from whence all Western New York may be supplied by the Erie Railroad, or the Chenango and connecting canals. From this data, we conclude that eight locomotives could deliver 800 tons per day, which would be equal to 200,000 tons in 250 days—thus allowing for Sundays, repairs, &c.—which, at \$3 50 per ton, would afford the gross profit of \$300,000 per annum.

The most liberal calculation is, that the road can be completed for one and a half millions of dollars, the interest of which will be, in round numbers, \$100,000—leaving a net profit of \$200,000 per annum. It will be observed that all this is exclusive of passenger cars, as well as the ordinary freight trains. Many other considerations worthy of remark might be adduced, but you have here the main points, and those which should satisfy the most doubting mind as to the feasibility of the project and the certain success which must crown its completion.

All of which is respectfully submitted.
JOHN LEDYARD,
JOHN LEVRIDGE,
B. CARPENTER,
T. M. NIVEN,
D. CRAWFORD,
HOMER RAMSDELL.

*The distance of 24 miles on the Western Railroad, the grade is from 40 to 58 feet per mile, and for 18 1-2 miles, the grade is from 60 to 83 feet per mile. It has been estimated by intelligent engineers, that the motive power required to draw a load one mile up an ascent of 17 feet, is sufficient to draw the same load two miles on a level. If, then, the trade on a level road is 400,000 tons, and the cost of motive power 67 cents per mile, and but 200,000 tons on a road of 17 feet grade, for the distance of 130 miles, thus the saving on the level, for one year is equal to \$348,400—or so in proportion for other grades, more or less.

The above Report shows that the difference between the routes from Pierpont to Binghamton, and from Newburgh to the same place, is thirty miles; that the difference in the cost of construction must be two millions of dollars in favor of the Newburgh route. Moreover, the difference in the maximum grades is so great—being 41 feet on one and 70 on the other—as to enable the same motive power to carry twice the amount of tonnage on the Newburgh route, in the same given time—a fact, which, in our opinion, is worthy of the consideration of capitalists.

To Dry Cows intended for Fattening.

Take an ounce of powdered alum, boil it in two quarts of milk till it turns to whey; then boil in this whey a large handful of sage, till it is reduced to one quart; rub the cow's udder with a little of it, and give her the rest to drink. First milk her clean, and afterwards draw a little milk every second day, lest the udder become over charged. Repeat the dose and operation if necessary.

The Girls.

They think of Hymen and can't help sighing. When their lovers forsake them, they can't help crying. They sit at the window and can't help spying. To get each a beau, they can't help lying. At the mirror, they can't help twisting, and turning, and lacing and tying. They screw up their corsets, bring on the consumption, and can't help dying.

A travelling mesmeriser having said he was ready to answer any question that might be asked him, a Kentuckian desired to know "how much it cost per week to pasture Nebuchadnezzar during the time he was out to grass."